ABYSSINIA.

The British War Expedition Specially Reviewed.

General Staveley's Tent and Organization of the Army.

Gallant Advance in Face of Great Natural Difficulties.

Napier's Proclamation and Reply of Prince Kassai.

Egyptian Policy and What May Be the Result.

By steamship from Europe we have the following valuable and most interesting letter from our special correspondent attached to the British army xpedition in Abyssinia under Major General Napier. Correspondence of a later date than this communica-tion from the same pen reached us some weeks since and has already been published in the HERALD. The present letter was delayed on the route through Egypt when in transmission to our agent in London ough, we presume, the confusion incident to the war movements and hurried military preparations aich were being conducted in the seaports.

SPECIAL CORRESPONDENCE OF THE HERALD.

The Herald's Correspondent at Headquarters in Africa—General Staveley's Reminiscences of the Newspaper of New York—Scenes in Camp—On the March—Organization of the British Expedition—How the Natives Look— General Napier's Proclamation—Message from the Prince of Tigre to Napler-"Hou Are You, Very Well ?"-American Invention In Aid of the British Troops—Independent Opinion of the Christian Undertaking. ARMY POST NO. 2, SENAPE, Abyssinia, Feb. 6, 1868.

I can hardly realize even now, sitting in my ten that I am in Abyssinia, Africa. But stepping out of my tent and taking a good look around I am assured that I am in Senafe, within sight of the camp of the Abyssmian king, surrounded by red-coated Britishers and oewniskered Sikhs, and ever near the compresent and naked Shohoes. Without hardly a pause at any of the stations on the way from Zoula to this place, I came on urged into quicker speed by thousand and one rumors of a battle having taken place between Theodore and the advance trigade, thich I found upon arrival here to be mere camp essip. So far as I can judge from what I have seen, his expedition will last over six months yet. What has been done I propose to make as intelligible to

the reader as possible, Passing by Massowah, steering due south, Annesey bay opens before us, dividing the islands of Massowah and Dissy from the main land of Abyssinia. This bay is twenty miles in length and three breadth, and in the time of Mahomet was the place where he anchored his fleet while he was engaged converting the audacious Abyssmian Chrisns into Mahommedans with fire and sword.

In about an hour after entering the bay we discovnain land, giving the barren and bold shores an air of importance which yet seemed strangely out of These ships composed the transport fleet of the expedition, and there were then anchored in the bay opposite the landing one hundred and twen--nine vessels, the average tonnage of which would nine hundred tons. The fleet is made up of ships By the English flag. Surely, the English general expects to do something else besides releasing a few ers, or he must expect their forcible release to no light job; if not, why this tremendous set of steamers, troop ships, transport ships, Greek hooners and Egyptian zebequest Our Burnside ex-dition, involving the transportation of 30,000 picked diers with all the necessary war material, never uired so many vessels. Each of these large ships and steamers, of which there are 250 in all engaged, is paid at the rate of £300 per diem, the steamers to oaled and loaded at government expense. The chartering of these ships alone costs a little over 200,000, or \$450,000, per day, and this is but a tithe of what is expended in making their vast preparations. he hiring and rations of 2,000 Soumalis and Coolies, mules, each animal's cost averaging £50, will make another grand item in the sum of expenditures, from which you may deduce the fact that the sum of £200,000, or \$1,000,000 in specie, will barely cover the

expenses for one single day.

One is naturally drawn into a computation of the expenses as the whole fleet of immense ships, the landings and piers, lately constructed, full of busy

dropped anchor I took a boat and went ashore; and if I was surprised at the number of ships I was astonished at the thousand of coolies, Soumaiis and fa-tigue parties from the Sikh regiment at work, yelling Mke wild Indians, flogged into activity by the merciless English superintendents. Mules were being landed by the hundred. Elephants stood patiently near the bunder (pier), waiting to have their ponder ous loads on their backs. A thousand camels mur-mured their reproaches at being overladen. Redcoated officers, who looked as wild as possible, swore dreadfully. Arab muleteers cried out "by Allah" that they were being ill treated. There were over two hundred lighters discharging cannon powder, case shot, shell, fuses, telegraph wire, clothing, blankets, cumbrous tents, mules and bullocks, equipment, medical stores and trusses of hay, grain and ghee. Ploundering among these were feroclous looking tographers and doctors, itinerant travellers and loafers. Scores of Persians, all artful scoundrels, paraded up and down the landing in their clean white linen and comical headdress, watching for

loafers. Scores of Persians, all artful scoundrels, paraded up and down the landing in their clean white linen and comical headdress, watching for plunder.

Of a verity there was a profusion of war material and an extravagant number of men waiting the provisions which were better reserved for the dark days sure to come.

On a level with low water mark were piled thousands of sacks of grain—a sad evidence of a want of common sense among the officers whose duty it was to see it properly secured against the fifth inundations to which this coast is often subject—and there were the barrels of ghee piled high on the open beach slowly melting under the fierce heat; in fact, everywhere are evidences of carelessness or sheer gnorance.

On the open beach, which is as bare as the beach at Cape May on the Atlantic coast, are encamped three regiments of Sepoys, seemingly broiling in the hot sun, so judging from the haze which almost excludes the tops of the tents from the view. The camp of these three regiments covers a space of sandy beach four miles square. Another mile is covered by the mules lately landed from the transports, where they are exposed to all the torments of hunger, thirst and insuferable heat. No shelter, no water, no grain. What wonder, then, that the poor beasts, upon whom the success of this expedition mainly depends, should perish almost as fast as they are landed? Arrangements are being made to abute the appailing fatality among the animals landed, but that could have been done long ago to the salvation of over 5,000 animals.

There is so much scenning confusion in the arrangements of the British camp at Zoula that one feels compelled to pause and consider how this heterogeneous mass of men and beasts are governed, for the infernal din of those 20,000 maked, dusky laborers rings in my ears to the total exclusion of order and method in the composition of this letter, and I believe it to be as detrimental to the good discipline of the expedition. The officers and soldiers composing it are men who lived

answer? Your correspondent has been laughed at because he intends to travel with two horses and a servant; but then he is an American and can afford to work a trife. In inquiring his way to the commanding General's tent the first hour of his arrival in Abyssinia, he had to pass by accres of ten's out of which issued the cries of many a lounge ridden East Indian officer calling right lustily for his ghora-wallah or durwan to hand him some article which lay within arm's length almost of the lounge, but which he was too lazy to reach himself.

Your correspondent found the General commanding the post, Sir Charles Staveley, in a tent which was no exception to the fashion or size of the others. Presenting my credentials from the HERALD Bureau in London, the General was pleased to ask me to sit down, after which he requested me to inform him by whom the HERALD was edited?

I replied, "James Gordon Bennett, sir."

"Wha! Is he the gentleman who won the great yacht race?"

I replied, "James Gordon Bennett, sir."

"Wha! Is he the gentleman who won the great yacht race?"

"No, sir; the editor of the Herald is that young gentleman's father."

"Oh, ay, to be sure. I am glad to hear it. What can I do for you?"

"Don being informed that I simply wanted permission to accompany the expedition, he kindly wrote me a permit to proceed to the front.

Genera Staveley, I believe, is a good officer, at least he is an energetic one, and though he arrived rather late at this post he has contrived to bring some order out of the universal disorder previously prevailing in the camp at Zoula. He deckares it as his opinion that the expedition will be over by the end of April, if King Theodorus will not take to the mountains, in the event of which General Napier will offer a reward for his head, which will certainly cause his destruction; for aside from appealing to the cupidity of some of the chief, there are others who, being already inimical to Theodorus' reign, will seize a favorable opportunity, backed by strong forces, to depose him and bring him, either dead or alive, to the British General's camp. Theodorus' punishment is now the aim and desire of General Napier. Theodorus downfall is eagerly sought after by Kusai, Ras of Tigre, and his brother rebels to regal authority. With these two powerful concomitaints the reign of Theodorus Rex, successor and lineal descendant of Solomon, must cease.

The above are but the ontlines of a conversation with an English General, and I have thought fit to introduce them here because the conversation occurred within an hour of my arrival in the English camp.

On leaving General Staveley I took a stroll around

with an English General, and I have knought in to introduce them here because the conversation occurred within an hour of my arrival in the English camp.

On leaving General Staveley I took a stroll around zoula and its neighborhood. Zoula is the name given to the location now occupied by the army, from an Abyssinian village of that name situated four miles from Annesey Bay and lying between the bay and the mountains, which are seen looming up to the rising clouds. The town is merely a collection of flat roofed mud huts and is occupied by a portion of the Shoboe tribe. They are said to be firendly; but they will sell neither beeves nor goats, though the tribe possesses enough to feed the whole English army and its followers, amounting to some 35,000, for a period of twelve months. Every mule or ox caught browsing among the acacia bushes to the rear of Zoula proper is appropriated by the Shoboes. They profess the Mohammedan religion, and live chiefty, as might be supposed, upon meat and milk. As guides they perform their work wonderfully well and get over the ground very quickly. They are to be seen in all their black nakedness, both male and female, at all hours of the day, prowling around camp, and viewing with curious eyes the immeuse preparations for the expedition, with all its turmoil and bustle.

The tents of the troops are excellent, so far as comfort in a hot climate goes, but to an army under marching orders they are the most cumbrous things imaginable. They are wall tents, about every feet by ten, lined with crimson cloth, and are covered by a fly set about three feet higher than the tent, thus allowing a free difficulation of air between them, when makes this tent about as comfortable a place to live in as one could wish.

The ARMY, ITS ARMAMENT AND SUPPLY.

The infantry regiments are armed with the common muzzle loading Enfield musket, while 'ne cavalry are armed with a short double barry led musket and a stout and broad, though short sabre, ground very sharp.

mon muzzie loading Enfield musket, while the cavalry are armed with a short double barry afed musket and a stout and broad, though short gabre, ground very sharp.

The uniform of the European soldiers consists of a suit of a thick slate colored linen, with green bludings, and a hemet-shaped hat made of the pith of a tree witch grows in the East Indies. This heimet is also covered with linen to correspond with the uniform, and is surmonnted by a crest covered with green. All the officers also wear this uniform. That of the native infantry is the crimson uniform of the British army, but the Sepoy cavalry wear a long frock of white domestic, with a coat made of dressed sheepskin, with the wool inside.

The artillery is composed of clumsy Armstrong twelve-pounders, with carriages wider than any I ever saw before, these being six feet ten inches wide, and are so very heavy in make, both cannon and carriages, that each cannon will require a dozen mules to haul it up the mountain torrent road to Senafe. Indeed, looking at the tout ensemble of this expedition with a critical eye, one would be apt to say that it was an expedition gotten up by some thirdrate Power about to vaunt of its former greatness only to ears who never heard the cannon's roar before. I say this after a careful observation of the English camp at Zoula. There are many things to admire, such as providing plenty of stores of every description, plenty of animals, though so many have died, and plenty of men for the the work in hand. Stores, such as tea, sugar, rice, flour, salt ghee, or clarified butter, dhall, potatoes, onlons, rum, grain and hay have been landed in immense quantities, sufficient to last the whole army now in Abyssinia for six months. Taking a lesson from former suffering, American condensers and American pumps have been placed on shore to supply the troops and animals with water, and these add not a little to the animated appearance of the landing. Any disarrangement of the machinery of the condensers would cause excessive suffering, a

latter part of the expedition will not be so untoward as the first. Dearly have the lessons been purchased which they now put into practice. Serious disasters followed one upon another with rapidity, and dire inconveniences met them everywhere. Without sending efficient and responsible men to prepare the road, erect sheds and conveniences, and select a suitable landing place, they sent one Lieutenant Colonel Merewether, the political President of Aden, on a tour of observation, who reported in such a manner as to cause a loss of over haif a milition pounds to the English government, besides retarding the progress of the expedition some weeks. Should any very heavy rain fail nearly the whole of the plann or beach on which the camp at Zoula is pitched will be inundated, much of it being beneath sea level, and an appalling loss of die and an incalculable loss of stores would inevisably be the result. General Staveley foresees this terrible result should no be caught unprepared, and that is the primary reason why he is so earnest in forwarding stores, men and animals to Koomaylee Pass, where they would be asfe.

The next morning after my arrival in Zoula I pushed on to the front, for rumors were rife of the proximity of the opposing forces. My traps were perfectly adapted for rapid marching, and mounting our horses my Arab surgee and myself set our faces weatward, traveling directly towards the tremendous mountains, which were apparently impassable. Our way lay over the burning plain which extends from the bay to the foot of the mountain, a distance of thirteen miles. For the first four miles our road lay through soft sand, which had been torn up by the hoofs of animals and men, then it changed to large loose stones and pebbles and sand, which is obtained the well known gum arable of commerce, and the pods of which are employed in Nubla for tanning purposes. Then the surface of the plain again changed into a mass of impenetrable thorny jungle, where the hyenas and jackals larked in numbers. After travelling about n

of ghee; for my Arab follower, nine ounces of rice, nine ounces of flour and four ounces of dhali; for each horse, five pounds of grain and eight pounds of hay.

Water has been procured here by digging wells, at which American pumps are at work, day and night, pumping up suitcient for use.

The entrance to this pass affords sufficient camping ground for at least three regiments, and a battery of artillery might have been placed to some good parpose by king Theodorrus had he possessed it.

From Koomaylee Pass our route lay up the dry bed of the Koomaylee, which had been cleared of boulders, juniper and bals trees and corenda bushes, which in many places form impenetrable jungles on eitner side of the road, in the shady recesses of which disport the lioness with her cubs, the panther and cheatah, and troops of monkeys, which utter their remonstrances at our intrusion, sometimes in rather startling roars. Solitary lizards of great size gambol unmolested in the sun upon the warm surface of the rocks. Gally plumed birds utterstrange notes which raise shrilly echoes among the deep chasins and ravines of these mountains. Above all can be heard the clear, flageolet note of the butcher bird. The bird of parasisse, with his elegant feathery train, flings his glad notes shoud, and hops from bush to bush with a lightness and grace that is really charming.

Now the denie winds so much and becames so marrow that we are necessitated to cross at right angles several times in the course of the next few minutes, so that the rises and fails of the banks from the torrent's bed are trying to our cattle. At several places which could have been easily blocked up and rendered impassable by a few sharpshooters placed on the summit, which would have put a different aspect to this war and ten times more periliar case which happened during the retreat of the English from Cabool during the retreat of the

Upper Sooroo, is fourteen miles, where we encamped the second might. This station, like the former, is

the second high. This station, like the former, is guarded by a company of Sikhis, where an ampie supply of provisions is stored for the passing caravans of transport animals. The scenery becomes wilder and grander at every step we take into the heart of these tremtous mountains. At this place there was a small stream of water, but which sunk suddenly in the ground a few rois from the post. Should the torrent come down every animal here must inevitably be swept away, besides all the stores at the place.

Should the torrent come down every animal here must mevitably be swept away, besides all the stores are the place.

Should the torrent come down every animal here must mevel to the continuation of the gorge torough which he rushing Koomaylee sweeps to Aimesiey flay, are composed of white and red marble and porphyry, occasionally diversified by layers of clay-state quartz and serpentine, which I am told contains, as inhedded minerals, a great variety of cornelians and jaspers. After passing the Sooroo station we sighted the baobab tree and a tree which the natives call kolquall. The baobab, or monkey bread, is a gigantic tree, extending its branches all around for the space of forty feet or more, forming a supert canopy of green, which affords a grateful shade in this burning climate. In the branches of each baobab growled and screamed hosts of ginger monkeys, who were uncommonly daring for wild creatures. These animals have very large heads, which before any proach they burk something like a mussiff.

The kolquall, above mentioned, is a very extraordinary tree. It has a succeivent column, with a very rough appearance, about five or six inches in diameter, of the same thickness from the top to the bottom, futed and angled, which is surmounted by succeivent and augustar branches devoid of leaves of any sort. Flowers of a golden color issue out of the ends of the branches, which are succeived by the round and erode and angled, which is surmounted by succeivent and august branches of cache and the stations for the

numbers. A goat, which they call a buckra, sells for a dollar, and a fat ox can be had for two sacks of grain. Money, unless it is hard Austrian dollars with the old Maria Thereas stamp, will not pass. Grain they are willing to take for native produce.

During the day the weather is very hot, but the nights are bitterly cold. I send a copy of a meteorological table which I kept on the march from Zoula to Senafe that you may form some idea of the tremendous height we are located upon now:—

Date.	Halting Place.	Height Above Sea	Maxi-	Mini-	Range.
n. 30 n. 31 b. 1	Koomaylee Upper Sooroo Undel Wells Raraguddy Senafe	475 2,136 3,405 5,724 7,548	99° 86°5 73°	63° 57° 41° 29°5	32°5

Our next march will be from here to Anatolo, whither the advance brigade, consisting of the Fourth King's Own Royal regiment European infantry, the Thirty-eighth regiment Duke of Weilington's European infantry, A battery First Reserve Mountain Train artillery, Twenty-seventh regiment native infantry, Third Scinde regular horse and the Third Bombay light cavalry.

The main body of the army, composed of the Twenty-fifth regiment native infantry, the Twenty-sixth Cameronians, the Forty fifth regiment European infantry, the Third Dragoon Guards, C troop Royal Horse artillery, B battery Mountain Train artillery, G battery Fourteenth brigade Royal artillery and the Guilewar battery Native Mountain Train artillery. Other forces will follow in a few days, leaving only small detachments to guard the commissiarist stations on the route.

Sensfe is sixty-three and a half miles from Zoula and one hundred and forty miles from Anatolo. The latter place is half way between Zoula and Magdala. Sir Robert Napler, the Commander-in-Chief of the Abyssinian expedition, is now at Att-gerath, thirty-five miles from Senafe. He proposes moving at an early date. He has issued the following

PROCLAMATION

to the governors, the chiefs, the religious orders and the people of Abyssinia, which has been despatched to them by native runners:—

It is known to you that Theodorus, King of Abyssinia, detains in capitlyit the British Consul Cameron, the British Envoy Russam and many others, in violation of the laws of all civilized nations. All friendly persuasion having failed to obtained their release my sovereign has commanded me to obtained their release my sovereign has commanded me to obtained their release my sovereign has commanded me to obtained their release my sovereign has commanded me to obtained their release my sovereign has commanded me to obtained their release my sovereign has commanded me to obtained their release my sovereign has commanded the prisoners or assist in their liberation shall be well rewarded; but those who many

captives, and as soon as that object shall have been effected it will be withdrawn.

There is no intention to occupy permanently any portion of the Abyasinian territory or to interfer with the government of the Abyasinian territory or to interfer with the government of the country.

The NATIVE POSITION.

Turning our attention to the political aspect of affairs, I find involved delicate and intricate questions likely to engender serious trouble. When the above proclamation (which is a nice diplomatic document, well and carefully worded, which doubtless cost infinite trouble in its manufacture) reaches Magdala, and especially if the native spies announce at the same time that the advance brigade is within 200 miles of the fortress, the Ras who has charge of it will probably be only too glad to give up his charge, well knowing that the end of his terrible master has come, as the witch's prediction portends. There is a report, which incks confirmation by any official authority, that Nagshum Gobazye had taken Magdala. But it is only by treachery within the fortress that it is likely to fall into the hands of any Abyasimian insurgent, and as Theodorus is now rapidly advancing on Magdala with 20,000 men, having left Debra Tabor some two weeks since with all his guns, of which I hear he has twenty-three, it is not probable that either of those probabilities so havorable to the English cause will happen. Theodorus driven to bay will fight, there is not the least doubt, because the English cause will happen. Theodorus driven to bay will fight, there is not the least doubt, because the English cause will happen. Theodorus driven to bay will fight, when his only to terminate in the Negashi's cause is not so utterly desperate as the English would like to believe, for this reason:—In 1820 Mohammed All, they Ylecrov of Egypt, sent his two sons, Ismail and Ibrahim Pacha, to conquer Rubia, for his ambition was to possess all the banks and Islands of the Nile, and to be absolute master of all who drink its waters from its source

smams, on the word of the inclusing ceneral than the presence of the flosts of Egyptians novering round the Atypsinian frontic like so many variatives eager for prey? It is, to say the least of it, a most annoyment of the sound of the present of the state of

lish. Prince Menelek has gone to the neighborhood of Ma, dala with a large body of men, with the fierce Gallus, under their female leader, Walheit, to whom Magdala property belongs.

A story is current around headquarters that Theodorus, finding himself in a desperate strait, communes with familiar spirits, like Saul of old, and seeks to know through them the fale of himself and his kingdom. He has been told by them that he has ruled so badly that his reign is about to come to a close; that he had drunk so much Abyssinian blood that there was to be an end of him, and that the English had come to depose him, and would rule the country for three years and then set up a good king.

The following is a list of the prisoners in Abyssinia for whose relief this expedition was organized:

AT FORT MAGDALA.

THE LAKE MICHIGAN DISASTER.

Interesting Narrative of One of the Survivors-Terrible Scenes on the Wreck-Only Three Out of One Hundred Saved-Names

Three Out of One Hundred Saved—Names of the Lost.

[Chicago (April 10) special correspondence of the Boston Advertiser.]

The terrible disaster of yesterday on Lake Michigan fills the whole Northwest with mourning. The Sea Bird, of Goodrich's line, engaged in the coasting trade of Lake Michigan, was burned to the water's edge and then sunk. Of upwards of one hundred passengers only three were saved. The following statement of one of the survivors, A. C. Chamberlain, of Sheboygan, Wisconsin, tells the whole dreadful story:—

NARRATIVE OF A. C. CHAMBERLAIN.

When we were off eight miles southeast of Waukegan I was awakened from a sound sleep by an indistinct noise; at first I thought the crew were fighting, and so hurried on with my clothes as fast as possible. When I opened my stateroom door I found everything in the direst confusion; the tables had been set for breakfast, and everything was ready for an early meal; the reckless and horrified passengers were rushing in hot haste to the forward part of the boat; no tongue can possibly describe the horror of the scene at this period. Men, women and children, many of them with very slight protection against the cold morning air in the way of clothing, rushed towards the forward opening. The terrified women rushed past en dishabilie; the cries of the children, the heavy imprecations and shouts of the men, joined with the cracking of the fiames the noise of the engines and the roar of wind and water combined to create such a scene of confusion as I had never expected to be witness of in this world. Looking round I perceived thathe after part of the cabin was filled with smoke, and noticed now and again the quick, angry forks of fame shooting through it. I hurriedly returned to my stateroom and picked up two cork life-preservers with which I started for the forward deck. The flames made such extraordinary headway that it did not seem to me five minutes' time before the whole hurrican deck was affame. I went down to the lower deck, which was yet untouched, to see what

quite calm and formed a remarkable contrast in ap-pearance to the frightened and panie-stricken men gathered about him. I made my way through the crowd as far to the forward part of the bow as pos-sible, knowing that that would be the point which the fire would reach last. Many had jumped before this time into the water, where, from its extreme chilliness, death must soon have terminated their suffering.

In the starboard side, and from the direction in which the wind blew was fairly sheltered from the fames. The mate and I tore away the steps leading to the pflot house, as we did all things of a combustible nature that were manageable which stood between us and the fire. On this part of the deck were

tween us and the nre. On this part of the deck were several indices and children, whose waiting and cries were very piteous to hear. As soon as the cry of fire was raised and it was found to be making such rapid headway, there was a simultaneous cry from man), "flead the boat for the shore! head the boat for the shore! head the boat for the shore! head the boat for the shore in the shore! head the boat for the shore in the rapid shore than one circuit before the engines stopped working, and by this time the nurricane and upper decks were completely burned away.

At this time, that is about half an hour after I had left my stateroom, there were not more than ten men remaining on the deck. By this time I had worked my way to the forward part of the vessel and pulled down the halyards. From the flagstaff, intending to lower holding on to the sides of the bow, were dropping of one after another, being overcome by either the head of the sides of the bow, were dropping of one after another, being overcome by either the head of the cold. The last act of the second male was to take down the flagstaff and pling overcome the test of the second male was to take down the flagstaff and pling overcome by either the head of the vessel, and hany live persons could be seen battling with the cruel waves and desperately clinging to chairs and pieces of the wreek. Generally when a man was about to jump overboard he would shout aloud, and on rising to the surface of the water after his plunge he would shout again, but the cold soon numbed him and he would sink to rise no more. At this time we were about eight miles from land, the wind blowing from the cast, and we floated shoult aloud, and on rising to the surface of the water and to the projecting rins of one of the wreek, end one of the crown of the water and to the projecting rins of one of the boat, holding on to the projecting rins of one of the flow of the boat, and of the halyards, lowered myself o

in another direction. They first took me to the schooner, and placing me safely on board they started for the other man.

The fire began about five o'clock A. M., and the hull sunk about six hours later. All happened within eight miles of shore. The fire was caused by live coals being thrown overboard by a colored porter, some of which were driven by the wind into the straw packed freight.

The following is a list of the lost and saved as far as can be ascertained at this time:—

SAVED.—A. C. Chamberiain, Sheboygan; E. Henneberry, Sheboygan; J. H. Leonard, Manitowac.

Lost.—Officers and crew—John Morris, captain, of Milwaukee; Richard Hocklin, 11st officer; Thomas Hanahan, first engineer, of Milwaukee; James A. Hodges, clerk, of Manitowac; Leonard Packard, of Sheboygan, second officer; John Morrison, steward, and the following seamen, cooks, &c.:—Michael Morrisey, Michael Maione, John Glennan, John O'Rourke, James O'Rourke, Joseph Burns, Harry Sampson, John Brennan, Ulysses Hughes and an assistant cook, name not known. Passengers—George B. Davidson, Deputy Collector of the port of Milwaukee; Edwin Neighbauer, George Neiman, Poter Suillyan, Thomas Carpenter, all of Milwaukee; J. M. Leonard, Chicago; F. Lester, wife and two children, and a young man from Sheboygan on his way to Odell, Ill; C. H. Abbott, Chicago; Louis Gaylord, Chicago; John H. Leonard, Chicago; Joseph Smith, Manitowac; S. E. Watkins, John O'Brien, Detroit; Michael Gallagher, Xenia, Ohio; O. Piercy, Detroit; Captain Muzzy.

The following persons took passage at Sheboygan and char regula, though it is not positive known.

Muzzy.

The following persons took passage at Sheboygan

The following persons took passage at Sheboygan and other points, though it is not positively known how many of them were on the vessel at the time of the disaster:—Henry Uirich, Sheboygan; Theodore Stein, Sheboygan; Edward Provensky, Sheboygan; Robert E. Scott, Sheboygan; Miss Sprague, Sheboygan Falis; Mr. Pieper and wife; two travelling agents, names unknown.

The following is a special despatch to the Chicago Evening Journal, dated at Milwaukee, 10th Instant:—The following are the passengers from Manitowake supposed to have been on the steamer Sen Bird:—Joseph D. Doncitt, Charles Roicher, Henry Pfiffer, Fred. Heman, Fred. Henning, Captain N. T. Nolson, Captain John Sorrenson, James Lymas, Casper Legro, Wensel Havlichere, Albert Merwa, R. H. Hunt and William Barter; also P. C. Donchay and Fritz Klimmen of Chicago; also the following deckhands:—John Fouck, A. Wilde, Henry Neiman, Amos Meyer and Fred. Flosebech.

Previous Disasters on the Lakes.

[From the Chicago Republican.]

In the long record of lake navigation, but few of these horrifying calamities meet the eye, but each stands out a landmark in history never fo be forgoten. Nearly twenty-one years ago, on the 9th of August, 1847, the Erie was burned on her trip from Bufalo to Chicago, with over 200 passengers on board, many of them emigrants from Germany and Switzerland, only twenty-eight of whom were saved. A still more terrible event was the burning of the Phoenx on the 21st of November, 1847, near Sheboygan. The vessel was coming to Chicago, crowded with emigrants from Holland, and 240 of the miserable creatures perished in the flames or in the water. And in 1852, on the 20th of August, occurred the memorable collision of the steamer Atlantic, on Lake Eric, with the propeller Ogdensburg, fully half of her five hundred passengers finding a watery grave. Even more appalling, so far as loss of life is concerned, was the burning of fully the Griffith, in 1850, on the 17th of June, by which three hundred hunan souls were hurried into eternity. And on October 8, 1854, the E. K. Collins was burned, on her voyage from the Sault to Cleveland, involving a sickening loss of life. The record of 1856 gives two more to the list—the Northern Indiana the Niagara on Lake Michigan, on the 24th of September. By these catastrophes a hundred people perished. The later disasters, to the Lady Eigin, the Sunbeam, the Pewadic and other vessels are yet fresh in the minds of our readers.

POSTAL AFFAIRS.

Postal Convention Between the United States of America and the Colonial Government of Hong Kong, China.

of America and the Colonial Government of Hong Kong, China.

ARTICLES OF AGREEMENT BETWEEN THE POST OFFICE DEPARTMENT OF THE UNITED STATES AND THE GENERAL POST OFFICE AT HONG KONG.

For the purpose of establishing and regulating the interchange of mails between the United States and Hong Kong and dependent Chinese ports, by means of the direct line of United States mail packets plying between San Francisco and Hong Kong, via Yokohama, in Japan, it is agreed between the Post Office Department of the United States and the Post Office Department of Hong Kong;—

ARTICLE 1. The post offices of New York and San Francisco shall be the United States offices of exchange, and the General Post Office at Hong Kong for all mails transmitted under this arrangement.

ART, 2. There shall be an exchange of correspondence between the United States of America and the colony of Hong Kong by means of United States mail packets, plying between San Francisco and Hong Kong, comprising letters, newspapers and prices current originating and posted in the United States and those Chinese ports with which the Hong Kong and those Chinese ports with which the Hong Kong and those Chinese ports with which the Hong Kong Post Office has postal relations, including the ports of Canton, Amoy, Swatow and Foochow, and, vice verra, of correspondence originating such posted in Hong Kong and the Chinese ports above designated and addressed to and deliverable in the United States.

ART, 3. The postage to be levied and collected at the office of mailing in the United States upon letters, newspapers and prices current destined for of correspondence originating and posted and addressed to and deliverable in the United States. Art. 3. The postage to be levied and collected at the office of mailing in the United States upon letters, newspapers and prices current destined for Hong Kong and the above designated Cainese ports with which Hong Kong has postal connections shall be ten cents per single rate of half an ounce or under on letters and two cents each on newspapers and prices current, and the postage to be levied and collected at Hong Kong and dependent Chinese ports on correspondence originating in those ports and destined to the United States shall be eight cents per single rate of half an ounce or under on letters and two cents on cach newspaper or price current. No postal accounts shall be kept between the respective postal departments upon the correspondence exchanged between them under this arrangement, but each department shall deliver the correspondence exchanged; that is to say, the Hong Kong Post Department agrees to deliver without charge all letters, newspapers and prices current brought by the United States mair packets, addressed to illoug Kong, and also to forward without charge all such letters, newspapers, &c., as are addressed to the Chinese ports above named, south of Shanghae; and the United States Postal Department, on its side, agrees to deliver without charge all letters, newspapers, &c., originating in Kong Kong or the ports mentioned, and forwarded by said packets, addressed to and deliverable in the United States. All letters, newspapers, &c., despatched by either office to the other under this arrangement shall be plainly stamped with the words "Paid all," in red link, on the right hand upper corner of the face of the address, and shall also bear the stamp of the mailing exchange office on their face, and that of the receiving exchange office on their back.

Alt. 4. The Postal Department of the United States and of Kong Kong shall each return to the other, monthly, or as frequently as their regulations with Ho

mutual consent make such detailed regulations as shall be found accessary to carry out the objects of this arrangement, such regulations to be ter-minable at any time on a reasonable notice by either

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WASHINGTON, Nov. 12, 1867.

THE SHOE TRADE OF LYNN, MASS.—The LYND Reporter says the demand for goods in that city continues unabated—indeed, seems to be on the increase rather than otherwise. Manufacturers find it extremely difficult to keep pace with their orders, though emptoying every resource at their command. The shipments from that city for the week ending. March 28 amount to 5,014 cases, against 6,286 for the corresponding week last year. The whole number of cases shipped during the past four weeks was 18,80, which, at an average of \$75 a case, amounted to \$1,416,000. The demand comes largely from the Wesl and South.